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Hongkong, 1st September, 1910. [a39]
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M. J. NATHAN,
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Kowloon, 30th May, 1912. [a536]
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All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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DEATH.

At Naples, on the 7th, HERMINA, widow of J. T. VAN BUREN, of Hongkong. (By telegram.)

HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 10th, 1912.

A new series of "Vehicle Regulations" are published in the current number of the *Government Gazette*. The regulations appear to be the outcome partly of the Chinese petition to the Government to suppress motor-car traffic in the Colony, and partly of the revelations made in the recent prosecution of a chauffeur by the Commodore for driving a car to the common danger on Jubilee Road. The amazing discovery will be made on a close study of these regulations that, for the future, the use of Jubilee Road by motor-cars is prohibited! We suppose the Government have been legally advised as to their powers in this respect, but we question very much whether this prohibition is not *ultra vires*. Section 7 of the Vehicles Regulation Ordinance, 1890 gives the Governor-in-Council power to regulate street traffic—not to prohibit it, which seems to us a very different thing. Apart, however, from the legal aspect of the question, this prohibition takes on the appearance of being class legislation of the worst type; the road is to be closed to motorists for the benefit of a few horse-men, and the closing is secretly effected by a Star-Chamber-like body. This is the last road in the Colony on which we should have expected a prohibition of this kind. Jubilee Road was built largely by public subscription to commemorate the Diamond Jubilee of Queen Victoria. The original scheme was to provide a carriage road of easy gradient round the island, and the road from West Point to Pokfulam Hill and Aberdeen is only an instal-

ment of that project. The Government promised to complete the circuit when funds were available, and thus provide what Sir HENRY BLAKE called "a driving road of twenty miles," but the Government has "forgotten" to provide the funds or keep its promise. Jubilee Road was opened with a flourish of trumpets by Sir HENRY BLAKE and a commemorative stone is erected near the city end of the road. It was intended to afford to the public an easy means of taking the air and admiring the beautiful scenery of the South-Western portion of the island. It was certainly not intended that the road should be reserved for the use of horsemen. The Report of the Director of Public Works for 1902 describes Jubilee Road as "designed as a carriage road." A letter written to the Press on behalf of the Memorial Committee refers to it as "a driving road," and, as before stated, Sir HENRY BLAKE when he opened the road in 1902 spoke of it as an instalment of the project to make a twenty-mile "driving road" round the island. Horsemen can ride on many other roads and paths in the island which are not suitable for wheeled traffic; but the Jubilee Road is the only country road of easy gradient on the island suitable for carriages. In Hongkong "carriage" has come to mean "motor-car," and many people who cannot afford, or do not care to keep, ponies, much enjoy a drive along this beautiful road when the South-West breezes can be appreciated to the fullest extent. There are also several residences on the road whose occupants use cars to go to town and return. We are not aware that any serious accidents have happened on this road from motor-cars, and the car owners appear quite willing to submit to any reasonable regulations as to speed, horns and the like. It is intolerable that they should be deprived of the right to use a road built by public subscription and handed over to the keeping of the Government as "a carriage road." We can sympathise to a considerable extent with the popular outcry against motor traffic in the Colony, but the motor-car owners, though they are few in number, are entitled to fair-play, which is denied them under these regulations. There is one which prohibits motors being driven anywhere in the Colony between midnight and 6 a.m., "except for the purpose of carrying a duly-qualified medical practitioner to see a patient, or for the purpose of carrying a police officer on duty." This is a piece of grandmotherly legislation which is also, we believe, *ultra vires*. We are quite aware that the cars are a considerable nuisance at night, but it seems to us that the peace and quiet of the inhabitants could be secured without going the length of absolutely prohibiting the cars on the roads after midnight. It is impossible to keep a great city absolutely quiet at night. A motor-car properly driven makes less noise than an iron-tired ricksha, and there seems no more reason for excluding the one from the streets than the other. The traffic needs regulating, and that is all the Ordinance authorises the Governor-in-Council to do; if the Legislature intended that motor-car traffic should be suppressed, it would have said so. We begin to wonder with these new regulations before us how long it will be before we see in the Colony a revival of the Curfew.

H.M.S. *Minotaur* returned to Hongkong from Colombo on Saturday.

The English and French mails of the 11th and 7th May were delivered in London on the 7th June.

The 120th Baluchis returned from Canton yesterday, the encampment on the Shamien being now broken up.

Two fishermen and a woman were on Saturday fined \$350 or three months' imprisonment, at the Magistracy, for being in unlawful possession of arms.

The rainfall during the month of May was, according to the returns in the *Gazette*, 3.940 inches. Throughout the month there were 178 hours' sunshine and 97 hours' cloudiness.

A case of plague was discovered on Saturday on board the Indo-China steamer *Tingany*, discharging coal at Wanchai. The steamer was immediately quarantined and disinfected.

Doubtless the installation of electric fans in the Theatre Royal was responsible in a measure for the presence of such a satisfactory audience to witness the entertainment provided by the evergreen R. G. Knowles. The fact that breezy entertainment would be the rule on Saturday night was freely advertised, and certainly the jokes of the comedian were more fully appreciated by an audience from whom the usual lethargy produced by the furnace-like heat of the Theatre was driven by the whirling fans. Mr. Knowles was at his best, and he had several members of his audience on the verge of hysterics. Kelly and Ashby, Miss Winifred Johnson, and Terry and Bentley also gave enjoyable turns. The pity is that the Company could give only one performance.

The following statement of the finances of the Colony during the month of March, 1912, is published in the *Gazette*:—Revenue and Expenditure: Balance assets and liabilities on 29th February, 1912, \$2,144,536.34, Revenue from 1st to 31st March, 1912, \$586,308.51, Total \$2,730,844.85. Expenditure from 1st to 31st March, 1912, \$449,332.06, Balance \$2,281,512.80.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1912, as certified by the managers of the respective banks, are:—

Banks.	Average Specie in Amount.	Reserve.
Chartered Bank of India, Australia and China	\$ 6,174,012	\$ 4,000,000
Hongkong & Shanghai Banking Corporation	19,384,339	14,000,000
Total	\$25,558,351	\$18,000,000

The water stored in the City and Hill district reservoirs on June 1st amounted to 182,950,000 gallons, as against 637,058,000 gallons on the same date last year. The consumption per head was 20.7 gallons, as against 19.8 gallons in 1911. There was an intermittent supply by rider mains in rider main districts up to May 18th, 1911, and a constant supply in all districts up to May 27th, 1912. The water stored in Kowloon on June 1st totalled 200,390,000 gallons, against 330,550,000 gallons in 1911. The daily consumption per head was 12.2 gallons as against 8.5 gallons on the same day last year. The water, according to a report by the Government Analyst, was of excellent quality.

MOTOR CAR AND VEHICLE REGULATIONS.

The Government have not been slow in remedying the ineffectiveness of the Regulations under the Private Vehicles Ordinances, as revealed by the recent prosecution of a motor car chauffeur at the instance of Commodore Eyres. Regulations were made by H.E. the Officer Administering the Government in Council on 4th June. These provide that every cycle not propelled by mechanical power shall carry a bell, and that every motor car shall carry a horn, these to be sounded by the driver on approaching any curve, cross-road or fork, when overtaking any person, animal or vehicle, and whenever necessary or advisable. Another regulation deals with what is known as "joy rides" in motor cars at night. It is prohibited to drive a motor car which is used for livery anywhere in the Colony between the hours of midnight and 6 a.m., except for the purpose of carrying a doctor to see a patient or for carrying a police officer on duty. [Reference is made to these regulations in our leading article.]

FEAST OF CORPUS CHRISTI.

The feast of Corpus Christi was held at the Roman Catholic Cathedral yesterday. At 8 a.m. a solemn High Mass was held by the Rev. F. Gabardi, Rector, assisted by a Deacon and Sub-Deacon. At the Gospel, the Rector preached a sermon, taking as his text "Homo Quidam fecit cenam magnam (a certain man made a grand supper)". Special music was provided by the Choir of St. Joseph's College, under Rev. Bro. Dositheus, Mr. O. Baptista presiding at the organ. The Vespers commenced at 5 p.m., followed by the grand procession of the Blessed Sacrament, borne by His Lordship Bishop Merel, of Canton; under an embroidered Pallium, carried by six members of the Confraternity. A reception was afterwards held in the Mission Hall, at which all the participants in the procession were entertained by the Committee of the Confraternity of the Blessed Sacrament.

BRITISH INDIA STEAM NAVIGATION.

LARGE AMOUNTS SET ASIDE.

The report of the British India Steam Navigation Company (Limited) recommends dividends at 5 per cent. on the Preference stock, and 7½ per cent. on the Ordinary shares for the year ended December 31st, 1911. The report states that the sale of ten old steamers and the disposal of some property which the company was obliged to part with under the Land-Acquisition Act at prices in excess of the value at which they stood in the company's books, together with the result of the year's operations and freedom from serious accident, have enabled the directors after providing for depreciation to add \$500,000 to the reserve and insurance funds, making them up to \$1,182,735.

The report adds that while it might have been possible to pay a higher dividend than 7½ per cent., the directors believe that the shareholders will agree with them that it is wiser to strengthen the company's resources against the possibility of less prosperous years than to make a larger distribution at the present time.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LONDON STRIKE.

UNCERTAIN POSITION.

LONDON, June 8th.
At 2.43 p.m. the Government urgently telegraphed to the employers to attend a conference to consider further proposals with regard to the Conciliation Board.

Some attended and informed the Government that the employers' representatives could not be summoned before Monday.

Mr. McKenna's attitude on the question of free labour is the main topic in the Lobby.

The Labourites are jubilant. Conservatives fear that the effect will be to actively discourage the masters from coming to a friendly settlement of the points outstanding, and the Conservatives say that the masters cannot be expected to be conciliatory if the Government is taking sides against them.

The Conservative comments on Mr. McKenna's remarks are of a very angry character, and a vote of censure is threatened.

NATIONAL STRIKE THREATENED.

LATER.

The Council of the Transport Workers is prepared for a national strike, but the men will not be called out before Monday evening.

The strike position is indefinable. Nobody knows whether a general strike will occur even if declared. Similarly, the attitude of the masters is an unknown quantity. An elaborate Government scheme for complete confederation with money guarantee was submitted to them yesterday, but they cannot discuss it until Monday.

CHINA AND OPIUM.

LONDON, June 8th.

Mr. T. Edmund Harvey asked in the House of Commons whether in view of the surplus supply of opium already consigned to China and the recent petition of the Indian merchants to the Government of India, he would not issue further instructions on the subject of selling.

Mr. Montagu, Under Secretary of State for India, replied that he did not propose to instruct growers in the sense suggested.

THE DUCHESS OF CONNAUGHT.

LONDON, June 8th.

A Montreal message states that the Duchess passed a good night, and her condition shows material and steady improvement.

THE PRINCE OF WALES.

LONDON, June 8th.

The Prince of Wales has returned to Paris.

A DREADNOUGHT'S SPEED.

LONDON, June 8th.

The Dreadnought *Conqueror* attained a speed of 23.25 knots in her trials yesterday.

BRITISH TRADE RETURNS.

LONDON, June 8th.

The trade returns for last month show increases in imports amounting to £1,168,840 and of exports to the extent of £1,217,841. Raw cotton imports totalled £1,767,590.

The increase in exports was principally in ships, textiles and coal.

THE INSURANCE ACT.

LONDON, June 8th.

The first Official List has been published of approved Societies under the Insurance Act to the number of 151, and include most of the Friendly Societies and Trade Unions. The total membership is five million.

The General Federation of Trade Unions have formed a Society comprising 118 Unions which have been associated for the purpose of working the Act.

WORLD RECORDS BROKEN.

LONDON, June 8th.

A New York message states that in the Olympic trials at Harvard Evanston of Illinois and Kiviat ran 1,500 metres in 2m. 35.4-5 seconds, Wright in the pole jump did 15ft 11inches, and Creamer ran 10,000 metres in 19m. 03.3-5 seconds, all world's records.

[THROUGH REUTER'S AGENCY.]

BRITISH NATIONAL RESERVE.

LONDON, June 9th.

His Majesty the King has reviewed 30,000 national reservists at Hyde Park. This was the first inspection of the National Reserve since its inception.

Lord Haldane, speaking at a banquet given by the Mayor of Marylebone, said it was remarkable spectacle, testifying that the discovery of unexpected wealth in the shape of a highly trained force behind the active fighters of the nation was greatly expanding military ideas. He hoped the time was not far distant when the Dominions would organise their own military and naval defence and enable the people in the Homeland to use their own resources, which were adequate for the defence of the islands. They must work steadily to make the Empire not only the greatest naval power but the greatest military nation the world had ever seen.

FRENCH NAVAL DISASTER.

LONDON, June 9th.

Reuter's correspondent at Cherbourg telegraphs that the French battleship *Saint Louis* cut in two and sank the submarine *Vendémiaire* and her crew of twenty-six. The vessel sank in 170 feet of water.

The submarines were practising attack, and the *Vendémiaire* rose under the ram of the battleship. There was a great bubbling of water after the collision, and it is feared that all are drowned.

A CROATIAN SENSATION.

LONDON, June 9th.

Reuter's correspondent at Agram (the capital of Croatia) wires that Herr Cuvaj, the Royal Commissioner in Croatia, while motoring, narrowly escaped assassination by a student, who fired a revolver point blank at him. The shot missed the Commissioner, but struck an official, who accompanied him, in the neck. The assailant fled but was overtaken after killing a policeman and wounding another.

BIG NEW ZEALAND LOAN.

LONDON, June 8th.

The Bank of England has issued New Zealand debentures to the amount of four and a half million sterling at 3½ per cent. The debenture calls extend over two years and the stock is quoted at 90.

THE CUBAN INSURRECTION.

LONDON, June 8th.

Five thousand American troops have been ordered to be in immediate readiness to embark for Cuba in connection with the troubles there.

AERIAL RACE ROUND LONDON.

LONDON, June 9th.

The air race round London took place yesterday afternoon for the *Daily Mail* trophy. The course was 81 miles, and there were seven starters. Mr. Sopwith was first, completing the distance in 84 minutes.

AMERICAN PRESIDENTIAL ELECTION.

A STEAM ROLLER AT WORK.

LONDON, June 9th.

A Chicago telegram states that the supporters of President Taft are jubilant over his securing a majority on the national committee which organises the Republican Convention. Col. Roosevelt, however, is proceeding to Chicago, and he promises a historic fight on the floor of the Convention. His supporters say they know there is a steam roller at work, but the country will know how it operates. It is believed it is only safe to predict that the fight will be closer and more bitter than ever.

IMPERIAL TRADE COMMISSION.

LONDON, June 8th.

A wire from Wellington, N.Z., states that Sir Joseph Ward has resigned from the Imperial Trade Commission, as the alteration of the itinerary hampers his Parliamentary duties.

[THROUGH REUTER'S AGENCY.]

AMATEUR GOLF CHAMPIONSHIP.

VETERAN PLAYER VICTORIOUS.

LONDON, June 8th.

Mr. John Ball, the veteran golfer, has won the Amateur Golf Championship, beating Mr. Mitchell on the 38th hole after a superb struggle.

Mitchell did some wonderful driving and was three up on the first round.

Play in the afternoon was continued in a downpour of rain, but thousands of spectators watched the contest.

Ball made a heroic recovery and squared the match on the 23rd hole, where he hit an umbrella, the ball rebounding on to the green.

Mitchell hit into the spectators and was bunkered, but at the turn he was one up, holding that position at the 35th hole. Ball squared on the 30th, the last green, halved the 37th and won on the 38th.

LATER.

Two thousand spectators, despite the rain, followed yesterday's golf championship match, which was remarkable for the crowd of artisan enthusiasts who cheered Mitchell. The newspapers comment adversely on this partisan element, which is new to golf. Some state that there were cheers when Ball missed the putt, though the *Daily News* asserts that the aristocratic spectators did not conceal their resentment that a workman was in the final. Ball and Mitchell, the latter being chauffeur to Sir Abe Bailey, conducted themselves in the most sportsmanlike and friendly manner throughout.

THE TURF.

RESULT OF THE OAKS.

LONDON, June 8th.

Despite the rain there was a large attendance at Epsom to witness the race for the Oaks Stakes.

His Majesty King George V. was present.

The result was:—

Miriska	1
Equitable	2
Bill and Co.	3

The betting was:—25 to 1 against Miriska and Equitable and 10 to 1 against Bill and Co. Place betting—5 to 4 against Bill and Co., and the others proportionate odds. Tagalie was favourite at 2 to 1 on.

On settling down Preference led from Green Cloth, Miriska and Tagalie. Round-ling Tattenham Corner Tagalie assumed command, followed by Equitable and Miriska. When close home Tagalie was beaten, and Miriska went to the front and won easily by three lengths, three-quarters of a length separating second and third. Signorinella did not run. During the race Luette threw her rider (Earl), causing an inquiry in the shoulder.

THE ROYAL HUNT CUP.

LONDON, June 8th.

The betting on the Royal Hunt Cup, run at Ascot on June 19th, is as follows:—100 to 7 against Brancorpe, 100 to 6 Short Grass and Dorando, 25 to 1 St. Nat, My Collar and Atmah, and 100 to 3 Cyllius.

HOME CRICKET.

LONDON, June 8th.

Notts beat Sussex at Nottingham by an innings and four runs.

LONDON, June 9th.

The match between Surrey and Cambridge was abandoned, as was also that between Middlesex and Hants, played at Lords.

At Bath the match between Somerset and Derby was drawn, the same result being obtained in the meeting between Northants and Warwickshire at Northampton and in the match between Yorkshire and Essex at Huddersfield.

WORLD'S HARD LAWN TENNIS CHAMPIONSHIP.

LONDON, June 8th.

A telegram from Paris states that the semi-finals were played to-day in the World's Hard Court Lawn Tennis Championships. Four Germans played in the singles semi-final ties yesterday. Froitzheim beat Rahe 6-4, 6-2, 7-5, and Kreutier beat Kleinschroth 6-3, 6-2, the latter retiring with an injured wrist.

NOTICE.

Communication respecting Advertisements Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS. THE Steamship

"ARCADIA."

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd June, 1912, at Noon, taking Passengers: Cargo for the above Ports in connection with the Co.'s s.s. "Arcadia," 11,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "Arcadia," due in London on the 4th August, 1912. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to H. W. D. SHALLARD, Acting Superintendent. Hongkong, 10th June, 1912.

UNIVERSITY OF HONGKONG.

ENTRANCE EXAMINATION.

1. THE FIRST ENTRANCE EXAMINATION of the University will be held at the University on MONDAY, the 19th August, next and will continue on the days following.

2. The Syllabus of the Entrance Examination is as follows:—

I. English, including Reading, Dictation, Composition, Grammar, Analysis; with questions on the general outlines of English History and on the general outlines of the Geography of Europe and Asia with special reference to the Geography of China. II. Latin or Classical Chinese, or other Classical Oriental language. Latin: Candidates must pass in (1) Grammar, (2) translation of a passage of English prose, (3) translation into English of an unprepared passage, (4) either (a) additional unprepared translation or (b) Virgil Aeneid I, II or (c) Caesar de Bello Gallico III, IV, or (d) Cicero, in Catilinam, I, II, or (e) any two of the above-mentioned books. Classical Chinese:—Candidates must pass in (1) translation from English into Chinese; and (2) Chinese into English, prepared work, Mencius I to IV.

III. Mathematics. (1) Arithmetic. (2) Algebra up to and including the Binomial Theorem. (3) Geometry, including the subject matter of Euclid, Books I, II and III, with easy deductions. IV. One Optional subject: Greek, French, German, a modern Chinese dialect, or other modern Language. (Grammar and easy translation from and into English).

Note: A. A candidate will be required to pass in I, II and III at one and the same time, but may pass the Optional subject, IV, separately.

Note: B. A candidate, who has obtained in all the four subjects a number of marks equivalent to the sum of the marks required for a pass in each, may be allowed a pass in the whole examination; provided that no single subject he has obtained less than half of the marks required for a pass, and that the pass-mark be reached in the English Paper.

3. The Senior Oxford Local Examination (with a certificate in the case of the Medical Faculty of exemption from responses) and the Senior Cambridge Local Examination (with a certificate in the case of the Medical Faculty of exemption from the previous examination) and such matriculation examinations of any British University as the Council may by resolution approve will be accepted as equivalent to and in lieu of the entrance examination of the University.

J. R. WOOD, Registrar, University of Hongkong, Hongkong, 6th June, 1912. [63]

IN THE MATTER OF THE COMPANIES ORDINANCE of Hongkong, and

IN THE MATTER OF THE HIP ON INSURANCE, EXCHANGE AND LOAN COMPANY, LIMITED, (IN LIQUIDATION).

TAKE NOTICE that a MEETING of the SHAREHOLDERS and CREDITORS of the above-named Company will be held at the Company's Office at the 2nd Floor of No. 25, Des Voeux Road Central, Victoria, on SATURDAY, the 15th day of June, 1912, at 12 o'clock Noon.

Business: To confirm the Resolution passed at a Meeting held on the 23rd day of March, 1912, appointing YOUNG PIR CHU to be the Liquidator of the Company in the place of TAM TEE KONG and CHENG MAN PO.

Dated this 4th day of June, 1912. TAM TEE KONG, CHENG MAN PO, Liquidators. [793]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

ENTERTAINMENTS

VICTORIA THEATRE.

Two Performances: 7.15 P.M.—PICTURES ONLY—7.15 P.M. 9.15 P.M.—FULL PROGRAMME—9.15 P.M.

Grand Success of the Popular Artists, SAM GALE, Miss MYRA JAMES, and our Favourite, LITTLE SADIE.

Look out for our Next Grand Film, "THE CRUSADES," On THURSDAY, 13th inst. MATINEES—SATURDAY and SUNDAY AT 4 P.M.

Coming: GRAHAM AND DENT. Hongkong, 8th June, 1912. [58]

CITY HALL. ONE NIGHT ONLY.

CONCERT

BY THE FAMOUS RUSSIAN OPERATIC BARITONE, EUGENE OSSIPOFF, FROM THE GRAND OPERA AT MOSCOW.

Kindly Assisted by Mr. DENMAN FULLER and Mr. R. TIMMERS-SCHEIDT

WEDNESDAY, JUNE 12TH, 1912, AT 9.15 P.M.

PRICE \$3.

Booking at MOUTRIE'S. Hongkong, 6th June, 1912. [799]

INTIMATIONS

LOST.

AT THE PEAK on MONDAY Afternoon, a DIAMOND and RUBY BUTTER FLY BROOCH. Finder will be rewarded on returning same to DAILY PRESS Office. Hongkong, 6th June, 1912. [797]

NOTICE.

MAN HING CHEUNG & Co., MANUFACTURERS AND EXPORTERS OF HIGH-CLASS BATMAN AND SEAGRASS FURNITURE, BAMBOO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and REMOVED to No. 16, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c., &c.

Prices Reasonable. Inspection Cordially Invited. Orders Promptly executed. Hongkong, 17th June, 1912. [721]

BUTTER. BUTTER.

WE are pleased to announce still

FURTHER REDUCTION.

From 1st June, the following Prices will rule:—
"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" " ... 70 " "
"BUTTERCUP" " ... 68 " "
"PASTRY" " ... 55 " "

THE

DAIRY FARM CO., LTD. [30]

NOTHING BETTER FOR THE SEASON! JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c. You will find our range incomparable for Quality, Style and Price.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zeland Street, Hongkong, Hongkong, 13th May, 1912. [50]

GRACA & CO. Pedder St. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of BABY DOLLS.

Also for Sale A few rare Masco provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Out Stamps. [452]

INTIMATIONS

LANE, CRAWFORD & CO.

TELEPHONE 97.



LADIES'

RAINCOATS LANE, CRAWFORD & CO.

AUCTION

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of June, 1912, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency THE OFFICER ADMINISTERING THE GOVERNMENT, of ONE LOT of CROWN LAND at the base of Morrison Hill, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years. [805]

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents	Area	Annual Rent	Upst. Price
1	At the base of Morrison Hill.	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet.	20,700 sq. ft. about	680	10,490	

FOR SALE

BUILDING SITE FOR SALE.

MOUNT GOUGH ROAD AT THE PEAK. A SITE already formed—about 23,500 feet, 15 minutes from Tram Station, practically on the level the whole way. No Crown rent. Unique opportunity for acquiring a cheap site. Apply to—

LEIGH & ORANGE, Princess Building, Hongkong, 31st May, 1912. [775]

A BIG PIECE OF LAND FOR SALE.

A Piece of LAND situated in the Yunnan Province, in the District of Mang Lu, opposite the East Gate, surrounded with Trees. Apply to—

MR. OUYOUNG YING HON, Office, Wing On Co., 209, Des Voeux Road, Hongkong, Hongkong, 15th May, 1912. [714]

ON SALE

AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW

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(NEDERLANDSE INDIA-COMMERCIALE BANK.)

ESTABLISHED 1853. Authorized Capital FL 15,000,000 (£1,250,000). Paid-up Capital FL 12,400,000 (£1,033,333). Reserve Fund FL 2,600,000 (£211,667).

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA. LONDON BANKERS: THE WILFANGS DRACHS BANK, SWISS BANKCORPORATION.

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4 1/2 per cent.
6 do. 4 do.
3 do. 3 1/2 do.
E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central, Hongkong, 17th May, 1912. [22]

YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000. PAID-UP CAPITAL.....Yen 30,000,000. RESERVE FUND.....Yen 17,500,000.

HEAD OFFICE—YOKOHAMA. Branches and Agencies at:

Ankang-Hsien Liao-Yang Ryojun (Port Arthur). Calcutta London San Francisco. Bombay Lyons Shanghai. Changchun Nagasaki Tientsin. Dairen (Dalny) Newchwang Tientsin. Fengtien (Mukden) Newchwang Tientsin. Hankow New York Tokyo. Honolulu Osaka. Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application. TAKEO TAKAMICHI, Manager, Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000. RESERVE FUNDS:—
SHEWAN \$1,500,000 at 2/—=\$15,000,000. SILVER \$16,750,000.

RESERVE LIABILITY OF PROP'ORS \$15,000,000.

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Andrew Forbes, Esq. G. H. Medhurst, Esq. G. S. Frieland, Esq. W. L. Patterson, Esq. C. S. Gubbay, Esq. H. M. Mr. C. H. Ross. G. R. Laurens, Esq. H. A. Siebs, Esq. F. Lieb, Esq.

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ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

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On Fixed Deposits. For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 1/2 per cent. per annum.

N. J. STARR, Chief Manager, Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000. RESERVE FUND £1,650,000. RESERVE LIABILITY OF PROPRIETORS £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager, Hongkong, 12th April, 1912. [133]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000. SUBSCRIBED 1,125,000. PAID-UP 562,500. RESERVE FUND 366,000.

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

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INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager, Hongkong, 29th March, 1912. [338]

TO LET

TO LET.

"A BERTHOLWYN" Peak Road, 1st July next. SHOP with GODOWN attached, Nathan Road, Kowloon. KOWLOON MARINE LOT No. 48 with WHARF.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd. Hongkong, 30th May, 1912. [525]

TO LET.

OFFICE in Alexandra Buildings. Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong 25th February 1912. [367]

TO LET.

OFFICES in King's Building. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1912. [121]

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET, TWO-ROOMED OFFICE, entry on or about 1st June. Apply—JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [733]

TO LET.

NO. 13, BEACONSFIELD ARCADE, First Floor. 1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor. 1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. For Sale, with or without Furniture, "TOR CREST," No. 8, The PEARL, with Tennis Court. Commanding a magnificent view of the Harbour and adjacent islands. Apply to—LINSTRAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 8th June, 1912. [122]

TO LET.

RANFURLY, 11, Conduit Road. From 1st June. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1912. [685]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS. Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 22nd May, 1912. [123]

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office. Apply—LINSTRAD & DAVIS, Alexandra Buildings, Hongkong, 20th March, 1912. [481]

OFFICE TO LET.

IN CHATER ROAD, A LARGE COOL ROOM with Verandah and use of lift. DENNIS & BOWLEY, Hongkong, 20th May, 1912. [723]

HOUSE TO LET.

Furnished or Unfurnished. No. 37, FRENCH CONCESSION, Shanghai, Canton. From 1st July to 30th September, 1912. Apply—G. DES GARETS D'ARS, Care of JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1912. [776]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1912. [120]

TO LET.

OFFICES on 3rd Floor. Hotel Mansions facing Harbour. OFFICES on 1st Floor, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 12th March, 1912. [388]

新外中港香

CHUNG NGOI SAN PO (Chinese Daily Press). PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China, Indo-China, etc.

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Documents translated from or into Chinese or Colloquial Chinese.

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, ORAWFORD & Co.,
and from ALL WINE MERCHANTS.



Benger's Food, prepared with fresh milk forms a dainty and delicious cream, rich in all the necessary food elements.
If half Benger's Food so prepared, is mixed with half freshly made tea or coffee, cocoa or chocolate, its highly nourishing and digestive advantages are added with great success to the refreshing qualities of the beverage.



also mixes agreeably with stimulants when these may be medically recommended.
Benger's Food and how to use it, for Infants, Invalids and the Aged - a handsome 48 page booklet, post free from
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BY SPECIAL APPOINTMENT
TO H.M. THE KING.

SANTAL MIDY
These tiny Capsules - superior to Copaiba, Cubebs, and Injections - CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
Sold by all Chemists.

ON SALE
HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1911.
REVIEWED BY THE MEMBERS.
PRICE - \$5.
DAILY PRESS OFFICE,
Hongkong, 6th March, 1912.

WHAT IS "KUNH KHAN"
THE CARD GAME THAT ANY "COON CAN" PLAY.

Can you get a table for "Kunh Khan"? That is the one question which is being asked in all the London card clubs. Bridge, of course, has long gone by the board, and Auction is only holding its own with great difficulty. "Kunh Khan" is everywhere.
The game sprang up in a night; one day no one had heard of it, the next every one was playing it. Where it came from no one seems to know. Stories are told of men who first met it "coming over in the boat" and the general opinion seems to be that "Kunh Khan" first saw the light somewhere in the United States. But whenever and however the game came to London it has come to stop. The procedure and conduct of "Kunh Khan" is simple.

RULES OF THE GAME.
A table is made up of any number of players; five or six makes an excellent game.
The game is played with two packs shuffled together. Should there be seven or more players another pack may be added.
One Joker is used for each pack.
The right to deal is decided by cutting.
Lowest to deal.
Ten cards are given to each player, and one card is turned on the table from the stock to form the nucleus of a rubbish heap.
The player who gets rid of all his cards to be the winner.
Cards may be discarded by means of declarations.
Declarations are of two kinds: (a) Three or more of a kind, e.g., three kings, four sixes, six tens. (b) Sequences of three or more cards of the same suit, e.g., 1, 2, 3, 4 of clubs, A, K, Q, of hearts.
Cards may also be discarded from the hand to the declaration of other players and to the rubbish heap.

HOW IT IS PLAYED.
The dealer gives ten cards, dealt one at a time to each of the players. Turn one card face up on the centre of the table and place the stock face downwards beside the faced card.
The next player on the dealer's left examines his hand and takes in either the exposed card or the top card of the stock. He is then entitled to lay down any combination or combinations of cards which comply with the rules (declaration). These cards he places on the table in front of him. He then discards one card face up to the rubbish heap, and the next player in order takes in either that card or the top card of the stock.
He may then make or not make, as he pleases, such declaration as he may have in his hand. Or in the event of the previous player having made a declaration he may add any card from his own hand which fits to that declaration, e.g., if the first player laid down "three kings" and 5, 6, 7 of hearts, the subsequent player could add another or more kings to the declaration, or the 4 or 8 of hearts and any consecutive cards.

After the second player has discarded to the rubbish heap the third player proceeds, and so on till one player has discarded all his cards, when he becomes the winner and claims as many points from the other players as they have pips on the cards remaining in their hands, court cards counting 10 and aces 11.

HINTS TO PLAYERS.
It becomes obvious on playing a few rounds that it is disadvantageous to make early declarations, as other players are thus enabled to get rid of cards which do not fit their own declarations. The ideal declaration is to be in a position to lay the whole lot in one coup at score. The whole of the other players' points.
The Jokers, which are not necessary to the conduct of the game, but which do make it more lively, can be declared to be any card in the pack, and once on the table must retain that significance. That is, if the 7 and 8 of clubs is declared then the Joker is the 9 or the 10 of clubs; and the 6 or 9 of clubs it remains.
The game is becoming very popular, and has the great charm after years of partnership games that every one is playing on his own, and no indignant partner has the right to haul one over the coals.
Neither great analytical nor analytical powers are needed to play "Kunh Khan". In fact any "coon can" play it.

P. & O. LINER ON FIRE AT LONDON DOCKS.

HOLD CONSIDERABLY DAMAGED.

The Times of the ult. gives the following account of the fire on the *Alta*:—
At half-past 12 yesterday afternoon a fire broke out in one of the coal bunkers amidships of the P. & O. liner *Alta*, lying in the Royal Albert Dock, and soon spread to the neighbouring bunkers and to one of the holds. The firemen of the Port of London Authority at once got to work with two lengths of hose from the docks, and very soon the fire was assisted by steam and motor fire engines and two fire floats. After some hours it was decided to flood holds Nos. 3 and 4, and at 5.45 p.m. the fire was officially declared to be extinguished; water to the extent of over 20 ft. had been poured into No. 3 hold, which was considerably damaged.
As soon as the outbreak was discovered the bulk-head doors were shut by the crew, a work of some danger and difficulty. Dense volumes of smoke poured up from amidships from the coal bunkers, while in No. 3 hold were considerable quantities of wood and paper, which were excellent fuel for the fire. In the hold also were several barrels of light red dye, so that when the water had been pumped in it came running out of the scuppers in large quantities of a deep red colour. Before long the water in the dock was also red, and drifted out into the river in a strange coloured current. It was at one time thought that the liner would have to be sunk before the fire could be extinguished. The *Alta*, a vessel of 6,000 tons, built in 1895, had been to Antwerp to load a quantity of cargo, returned to the docks on May 6th, and was to have left for China and Japan on May 18th. It is suggested that the cause of the outbreak was spontaneous combustion.

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On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.
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CHINA	10,200	TUESDAY,	9th July, at 1 p.m.
MANCHURIA	27,000	TUESDAY,	16th July, at 1 p.m.
NILE	11,000	TUESDAY,	30th July, at 1 p.m.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 p.m.
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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

MONDAY, 10th JUNE, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 11th JUNE, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 16th JUNE.

The Company's Steamship

"HEUNGSHAN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 8 p.m., landing at Wing Lok Street Wharf.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 8 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOISANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 569 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUT." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

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S.S. "AFRICA," 8,770 tons, will leave as above on 19th June, at 6 p.m.

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S.S. "KOEBER," 9,900 tons, will leave as above on 5th July.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

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S.S. "SILESIA," 13,950 tons, will leave for YOKOHAMA and KOBÉ via SHANGHAI about 29th June.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice, £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

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Hongkong, 8th June, 1912.

Princes' Building.

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	JAVA	First half of June.	SHANGHAI	First half of June.
TJIPANAS...	JAPAN	First half of June.	JAVA	First half of June.
TJILIWONG	JAVA	First half of June.	JAPAN	Second half of June.
TJITA ROEM	JAPAN	Second half of June.	JAVA	Second half of June.
TJILATJA...	JAVA	Second half of June.	SHANGHAI	First half of July.
TJIMANOEK	JAVA	First half of July.	JAPAN	First half of July.
TJIMAH...	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIKINI...	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"GOEBEN" Capt. A. AHLBORN.	17,300	{Wednesday, 12th June, at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"P. E. FRIEDRICH" Capt. E. MALCHOW.	17,000	{About Thursday, 13th June.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ.	6,000	{Saturday, 15th June, at 10 a.m.
KOBÉ and YOKOHAMA	"PRINZ WALDEMAR" Capt. H. BREMER.	6,000	{About Tuesday, 25th June.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL.	5,000	{Middle of June.

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Hongkong, 3rd June 1912

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RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th June, 4 p.m.
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Hongkong, 1st June, 1912. PHILIPPINES S.S. CO. 113

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Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lamb, C.L., Shanghai.

Astrea, 2nd class cruiser, 4,260 tons, 10 guns, 7,000 i.h.p., Captain E. La T. Leatham, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Prichard, Kinkiang.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darvall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 f.d., Comdr. Hugh P. B. Williams, Hankow.

Cambrian, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Chio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. F. Corbett, M.V.O., Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. E. Boddam, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 9,200 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.

Kisha, river gun boat, 615 tons, i.h.p. 1,200, Lt.-Comdr. H. Marriott, Hankow.

Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Surveying Division.

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Wintles, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 300, Lieut.-Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Shanghai.

Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,500 i.h.p., Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Weihai.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Allan Dixon, West River.

Rosario, depot ship for Submarines, 480 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Lt.-Comdr. Brinkenden, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commdore Kyres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon Guy Stopford, Chang-kiang.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dormer, Hankow.

Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. W. Elueth, Hongkong.

Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair, Hall, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. F. A. Hayne, Hongkong.

Weland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. T. B. Chambers, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. Hartford, Hongkong.

Widgeon, river gunboat, 150 tons, 2 guns, 800 i.h.p., Comdr. M. H. Wilding, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Muck, Hankow.

Submarines:—

Albatross, Godfrey Harbord, Lieut.-Comdr. No. 37, J. A. L. Fenner, Lieut.-Comdr. No. 38, J. R. A. Codrre, Lt.-Comdr. T. B. 035, Lt.-Com. Woodward, West River. T. B. 036, Lt.-Com. Murphy, West River.

SHIPPING

ARRIVALS.

ANPING, Chinese str., 1,169, H. MacKinnon, 9th June—Shanghai 4th June, General—Chinese.

ANTIOCHUS, British str., 5,197, A. R. Stewart, 7th June—Manila 5th June, General—Butterfield & Swire.

ASAKI MARU, Japanese str., 1,749, Y. Nakano, 6th June—Mitsui 1st June, Coal.

BOMBAY MARU, Japanese str., 3,395, T. Naguchi, 9th June—Mitsui 3rd June, General—Nippon Yusen Kaisha.

DAOSU, Norwegian str., 882, D. Solvesen, 8th June—Hongkong 5th June, Coal—Thoresen & Co.

DRIFTER, Norwegian str., 1,102, F. Bing, 9th June—Bangkok 20th May, General—Chinese.

FOOKSANG, British str., 1,987, S. A. Mitchell, 7th June—Kobe 31st May, General and Coal—Jardine, Matheson & Co.

HAICHING, British str., 1,283, W. C. Passmore, 9th June—Swatow 8th June, General—Douglas, LaPraik & Co.

HUGHES, British str., 1,225, A. Tucker, 8th June—Port Arthur 2nd June, Coal—Butterfield & Swire.

INDRAGHIO, British str., 3,121, F. H. G. Wise, 9th June—New York 10th April, General—Shewan, Tomes & Co.

KRONOWAL, German str., 1,115, Kohler, 8th June—Swatow 7th June, Rice—Butterfield & Swire.

MICHAEL JENSEN, German str., 951, T. Petersen, 9th June—Haiphong 5th June, General—Jensen & Co.

MUTTRA, British str., 2,985, H. Carey, 8th June—Rangoon 25th May, General—Jardine, Matheson & Co.

PHIA NANG, German str., 1,021, H. C. Reher, 7th June—Manila 4th June, Butterfield & Swire.

SOSU MARU, Japanese str., 1,119, K. Sugawara, 7th June—Swatow 6th June, Coal—Osaka Shosen Kaisha.

STONKING, British str., 897, T. Mathias, 8th June—Haiphong 7th June, General—Butterfield & Swire.

TAMBOUR, British str., 6,925, Allen, 9th June—Victoria, B.C., 15th May, General—Butterfield & Swire.

TELEGRAPH, British str., 1,340, A. Fraser, 8th June—Saigon 4th June, Rice and General—Chinese.

DEPARTURES.

June 8th.

DAGSU, Norwegian str., for Canton.

DEDA, British str., for Bombay.

GIENSTANG, British str., for Singapore.

HONGKONG, Chinese str., for Shanghai.

LONGSANG, British str., for Manila.

MACRANG, British str., for Sandakan.

PECHANG, German str., for Haiphong.

SCANDIA, German str., for Singapore.

SOSU MARU, Japanese str., for Swatow.

WALTON HALL, British str., for S'pore.

WU, British str., for Shanghai.

June 9th.

ANNU, British str., for Shanghai.

ANPING, Chinese str., for Canton.

ASAKI MARU, Japanese str., for S'pore.

DAISIN MARU, Japanese str., for Swatow.

GLENGGLE, British str., for Swatow.

HADIM, British str., for Swatow.

HONGKONG, French str., for Haiphong.

HONG WAN, British str., for Yama.

INDRAGHIO, British str., for Shanghai.

JAPAN, British str., for S'pore.

KWANGSANG, British str., for Shanghai.

LAERTES, British str., for Saigon.

MONMOUTHSHIRE, British str., for S'hai.

ORTERIE, British str., for Seattle.

WINGSANG, British str., for Canton.

SHIPPING REPORTS.

The British str. *Haiphong* reports: Had moderate weather, easterly wind and overcast clear weather.

The British str. *Telemachus* reports: Light to moderate southerly winds and slight sea and fine weather.

The British str. *Indraghio* reports: Light to moderate S.W. winds, heavy rain squalls approaching Hongkong.

The British str. *Fooksang* reports: Experienced light S.W. and S. winds and slight sea, rainy and hazy, from Moji to Lat. 25deg. N.; thence strong N.E. winds and moderate following sea, rainy and misty at times, heavy rain outside Hongkong wind S.

PASSENGERS

ARRIVED.

Per *Michael Jensen*, from Haiphong, Mr. Spindel and Mr. Walker.

Per *Tatthigian*, from Victoria, B.C., Mr. and Mrs. Monroe, Mr. C. B. Cane, Mr. Collins, Mr. Martin and Major Lebrun.

Per *Haiphong*, from Swatow, Mr. and Mrs. Thomas and nurse, Mr. and Mrs. Sicut and child, Rev. B. G. Paredes, Rev. Singul Garcia, Rev. E. Clementi and Rev. C. Arranz.

PASSED THE CANAL.

April 19th—*Benlary*, *Denbighshire*, *Memnon*, *Nore*, *Pera*, *Tourane*, 23rd—*Benglo*, *Benlond*, *Dardanus*, *Glamorganshire*, *Jason*, *Pak Ling*, *Patricia*, *Peleus*, *Preussen*, *Flamingo*, 26th—*Goeben*, *Tejerio*, *Mashima*, *Maru*, *Nora*, *Prinzess Alice*, *Savona*, 30th—*Bloemfontein*, *Brigitte*, *Hirano*, *Maru*, *Tenaka*, *Alicia*, *Yelus*, May 3rd—*Aja*, *Australien*, *Monmouthshire*, *Nubia*, *Santa Trunchebar*, 7th—*Benclench*, *Deffinger*, *Glendochy*, *Indrasamha*, *Sejoria*, *Telemachus*, *Aradia*, 10th—*Belgravia*, *Dumbea*, *Kaga Maru*, *Lutzow*, *Pelion*, *Tango Maru*, *Theresa*, *Africa*, *Indraghio*, 14th—*Glendy*, *Sambra*, 17th—*Alicious*, *Austria*, *Homereus*, *Polytesien*, *Silesia*, *Sumatra*, *Ben of Glants*, *Kaloma*, 21st—*Benlary*, *Ceylon*, *Myrmidon*, *Polytesien*, *Indiana*, *Acidites*, *Kansas*, *Tweeddale*, May 24th—*Achilles*, *Atina*, *Maru*, *Kleist*, *Kamo*, *Maru*, *Konang*, *St. Moyne*, *Oceanic*, *Protestant*, *Thessa*, 28th—*Canton*, *Montrosa*, *Pembroke*, 31st—*Macdon*, *Namur*, *Portofino*, *Ville de la Ciotat*, 4th—*Ambrosia*, *Yingehor*, *Silesia*, *York* and *Fruitful*, 7th—*Aki Maru*, *Hitchi*, *Maru*, *Pera*, *Polytesien*, *Sachsen*, *Teuer*, *Arcus*, O. J. D. Adlers.

ARRIVALS AT HOME.

June 7th—*Kaloma*, *Protestant*, *Ville de la Ciotat*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.			
1. From Green Island to the Harbour Master's Pier	2. From Harbour Master's Pier to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	CAPTAIN.
LONDON & ANTWERP via SINGAPORE, &c.	SYRIA	Brit. str.	R. A. Peters
LONDON, via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	S. Barham
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	Brehmer
ROTTERDAM, HAMBURG & ANTWERP, &c.	BAYERN	Ger. str.	k. w.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.
HAYRE, BREMEN & HAMBURG, &c.	ALBIA	Ger. str.	k. w.
MARSEILLES, HAMBURG & ANTWERP, &c.	ANDALUSIA	Ger. str.	k. w.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ITO MARU	Jap. str.	Jap. str.
MARSEILLES, HAYRE & HAMBURG, &c.	LIBERTY	Ger. str.	k. w.
VICTORIA, B.C. & SEATTLE via JAPAN &c.	CHICAGO MARU	Jap. str.	Jap. str.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	Jap. str.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	CANADA MARU	Jap. str.	Jap. str.
NAPLES, GENOA, ALGERIA, GIBRALTAR SOUTHAMPTON	GOBBEN	Ger. str.	Jap. str.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Brit. str.	A. Albion
NEW YORK	LOTHIAN	Brit. str.	Jap. str.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	INDRAGHIO	Brit. str.	Jap. str.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSEA	Am. str.	Am. str.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	KOREA	Am. str.	Am. str.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHINTO MARU	Jap. str.	Jap. str.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	Jap. str.
AUSTRALIAN PORTS via MANILA	EMPIRE	Jap. str.	Jap. str.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KITTO MARU	Jap. str.	Jap. str.
YOKOHAMA & KOBE via SHANGHAI	MUTTRA	Brit. str.	Brit. str.
YOKOHAMA & KOBE via SHANGHAI	SILESIA	Am. str.	Am. str.
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	Jap. str.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	Jap. str.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	Jap. str.
TIENSIN via WEIHAIWEI	TILLWONG	Brit. str.	Brit. str.
WEIHAIWEI & TIENSIN	CHONGSHING	Brit. str.	1 m.
TSINGTAU, WEIHAIWEI, CHEFOO & NEWCHANG	EUROPE	Brit. str.	1 m.
SHANGHAI, KOBE & MOJI	CHIRIL	Brit. str.	1 m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NAMANG	Brit. str.	1 m.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.
SHANGHAI	P. E. FRIEDRICH	Ger. str.	1 m.
SHANGHAI	LIANAN	Brit. str.	1 m.
SHANGHAI	CHOYSANG	Brit. str.	1 m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	POONA	Brit. str.	1 m.
SHANGHAI & KOBE	TOTOMI MARU	Jap. str.	Jap. str.
SHANGHAI, MOJI & KOBE	TOMA MARU	Jap. str.	Jap. str.
SHANGHAI	ASSATE	Brit. str.	1 m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SILESIA	Ger. str.	Ger. str.
SHANGHAI, KOBE & YOKOHAMA	DENBIGHSHIRE	Brit. str.	Brit. str.
SHANGHAI, KOBE & YOKOHAMA	KORRESE	Am. str.	Am. str.
SHANGHAI	TIBODAS	Dut. str.	Dut. str.
SHANGHAI	SOSU MARU	Jap. str.	Jap. str.
ANPING via SWATOW & AMOY	HAICHING	Brit. str.	2 h.
SWATOW, AMOY & POOCHOW	HOIHOW	Brit. str.	1 m.
SWATOW, AMOY & SHANGHAI	HAIMUN	Brit. str.	2 h.
SWATOW, AMOY & POOCHOW	HAITAN	Brit. str.	2 h.
MANILA, MANGARIN, ILOILO & CEBU	RUDE	Am. str.	Am. str.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.
MANILA	YUENSANG	Brit. str.	1 m.
MANILA, CEBU & ILOILO	TRAN	Brit. str.	1 m.
MANILA, MANGARIN, ILOILO & CEBU	ZAFIRO	Am. str.	Am. str.
BATAVIA, CHERIBON, SAMARANG, &c.	LOONGSANG	Brit. str.	1 m.
BOMBAY via SINGAPORE & COLOMBO	TUPANAS	Dut. str.	Dut. str.
BOMBAY via SINGAPORE & PENANG	BOMBAY MARU	Ital. str.	Ital. str.
SINGAPORE, PENANG & CALCUTTA	ISCHIA	Brit. str.	Brit. str.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	Brit. str.
SINGAPORE, PORT SWETENHAM, PENANG & GOON	FOOKSANG	Brit. str.	Brit. str.
SINGAPORE, PERANG, RANGON & CALCUTTA	ISOLA	Jap. str.	Jap. str.
KUDAT & SANDAKAN	JINSEN MARU	Ger. str.	Ger. str.
CHINWANTAO	BORNEO	Brit. str.	1 m.
KWANG CHOW WANG & HAIPHONG	SUNOKIANG	Brit. str.	Brit. str.
	ONSANG	Brit. str.	Brit. str.
	SI-KIANG	Brit. str.	Brit. str.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGON.

EASTWARD.

The S.S. "MUTTRA," 4644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBE on 10th June, at Noon, to be followed on 15th June, by S.S. "ITINDA," 5,251 tons, Captain J. Kennedy, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "IPOLA" will leave HONGKONG for SINGAPORE, PORT SWETENHAM, PENANG and RANGON on 18th June, at Noon, followed by the S.S. "MUTTRA," taking Cargo and Passengers at Current Rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

Telephone No. 215.
Hongkong, 10th June, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR LONDON, ROTTERDAM & ANTWERP ... "DENBIGHSHIRE" About 30th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

Hongkong, 1st June, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, KOBE & MOJI ... "NAMSANG" ... Wed'day, 12th June, 4 p.m.
 FOR SINGAPORE, PENANG & CALCUTTA ... "FOOKSANG" ... Thursday, 13th June, Noon.
 FOR CHINWANTAO ... "ONSANG" ... Thursday, 13th June, Noon.
 FOR MANILA ... "YUENSANG" ... Saturday, 15th June, 2 p.m.
 FOR SHANGHAI ... "CHOYSANG" ... Sunday, 16th June, D'light.
 FOR TIENSIN via WEIHAIWEI ... "CHONGSHING" ... Sunday, 16th June, D'light.
 FOR MANILA ... "LOONGSANG" ... Saturday, 22nd June, 2 p.m.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified crew is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Iloilo and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

GENERAL MANAGERS.

Hongkong, 10th June, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912
 "EMPEROR OF INDIA" Sat. 22nd June
 "EMPEROR OF JAPAN" Sat. 13th July
 "EMPEROR OF MONTREAL" Sat. 3rd Aug.
 "EMPEROR OF INDIA" Sat. 24th Aug.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

Intermediate (Steamship) ... \$43 ... \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

B.M.S. "MONTREAL" or other Intermediate Passengers only, at Intermediate rates.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Cornwall Street and Praya opposite Blake Pier.

6

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEWRIGHTS,

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND

MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and

all Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic and Pneumatic

Tools, installed throughout the Works

50-Ton HYDRAULIC TESTING MACHINE

FOR CHAINS, WIRE ROPES, RIVETS

AND METAL SPECIMENS.

GRAVING DOCK

787 x 88 x 34' 6"

Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels

up to 3,000 tons displacement, providing conditions

for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD

CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. BEID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship.

"ARRATON APCAR."

Captain F. M. Austin, will be despatched for the above Ports TO-MORROW, the 11th inst. at 3 p.m.

For Freight or Passage, apply to

DAVID SASSON & Co., Ltd.,

Agents.

Hongkong, 8th June, 1912. [791]

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LEGHORN, also VENICE and TRIESTE, all MONTHLY, PANAMA, ADRIATIC, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.)

THE Steamship

"ISCHIA"

Captain Balotto, will be despatched as above on THURSDAY, the 13th inst. at Noon.

For further particulars regarding freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 5th June, 1912. 4

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST AND PROCEED VIA THE CAPE OF GOOD HOPE)

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.

S.S. "LOTHIAN" ... on or about 15th June.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 23rd May, 1912. 466

HONGKONG—BOSTON & NEW YORK

AMERICAN ASIATIC S.S. CO.

For BOSTON AND NEW YORK VIA

PORTS AND SUEZ

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, POONA AND YOKOHAMA	Capt. A. F. Vane, R.N.R.	About 17th June.	Freight only.
LONDON and ANTWERP via SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. R. A. Peters	About 19th June.	Freight and Passage.
SHANGHAI	ASSAYE	About 20th June.	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA	Noon, 22nd June.	See Special of Call.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 10th June, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TSINGTAU, WEIHAIWEI, CHEFOO and NEWCHANG	"CHIHLEI"	On 10th June, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 11th June, 10 A.M.
SWATOW, AMOY & SHANGHAI	"HOIHOW"	On 11th June, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 11th June, 4 P.M.
SHANGHAI	"CHENAN"	On 13th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 15th June, 11 P.M.
HANGHAI	"LINAN"	On 15th June, 11 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 18th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodations with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before MIDNIGHT on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

NEW SERVICE.

SHANGHAI to ANTUNG direct, leaving Shanghai on alternate Wednesdays.
REDUCED FARES—SINGLE \$45. RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 10th June, 1912.

BUTTERFIELD & SWIRE,
AGENTS

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	On 26th June.	On 26th June.
ST. ALBANS	On 26th June.	On 26th June.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 11th June, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 14th June, at 11 A.M.
"HAITYANG"	Capt. J. W. Evans	TUESDAY, 18th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 12th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near R. Blake Pier). During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.

For Freight and Passage, apply to—

DOUGLAS, LARRAIK & Co.,
GENERAL MANAGERS

Hongkong, 8th June, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE & YOKOHAMA:	For MARSEILLES, HAMBURG & ANTWERP:
S.S. SILESIA ... 30th June.	S.S. ANDALUSIA ... 13th June.
S.S. FUERT BUELOW ... 27th June.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. GLODENFELS ... 14th July.	S.S. LIBERIA ... 28th June.
S.S. SUEVIA ... 29th July.	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BADENIA ... 29th June.
	For HAVRE, BREMEN & HAMBURG:
	S.S. ALESIA ... 2nd July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st June, 1912.

110

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

"NIPPON MARU."

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. E. Smith	TUESDAY, 25th June, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 25th July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on WEDNESDAY, the 19th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also short cut and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco—

From Manila ... G. \$130.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, and AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, "Assure and Parcela. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW, and AMOY	"SOSHU MARU"	WEDNESDAY, 12th June, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

778-7

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 19th June, at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 3rd July, at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
	SANUKI MARU Capt. N. Toranaka	7,000	TUESDAY, 2nd July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. Noguchi	5,000	MONDAY, 10th June.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 20th June.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. T. Sato	6,000	WEDNESDAY, 19th June.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. Sekine	5,000	About WEDNESDAY, 24th July.
SHANGHAI and KOBE	TOTOMI MARU Capt. A. Mocker	4,000	MONDAY, 17th June.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"JINSEN MARU," 4,990 tons, Capt. Machida, Saturday, 29th June.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return Kobe Return Moji Return Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

112-13-656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BEIRUT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON (Brindisi 2 days earlier)	(London 1 day later)	
Steamer	Tons	Steamer	Tons	SUNDAY
ARCADIA	7000	MOREA	11000	July 21
ASSAYE	7500	MAHMOUDA	10500	Aug. 4
DEVANHA	8000	MOLDAVIA	10000	Aug. 10
DELTA	8000	MALJOJA	12500	Aug. 24
EGYPT	8000	MONGOLIA	11000	Sept. 7
				Sept. 15
				Sept. 21
				SATURDAY
				Sept. 23
				Oct. 4
				Oct. 18
				Oct. 26
				Nov. 1
				Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
	about	about
SYRIA	7000	June 17
NORE	7000	June 26
SIMLA	6000	July 10
NUBIA	6000	September 4
SARDINIA	7000	September 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON.

1st SALOON £55.0 SINGLE. £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT

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